Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **468** **Const Calendar Day:** 843 **Date:** **30-Dec-2011** **Friday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 07:00 am 03:30 pm **Break:** 00:30 **Over Time:**
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 40 - 50 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation 0.00" **Condition** Overcast

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Prepared the Alta Vista surveyors for surveying tasks for today which include the following:
1.) Chris and Erol to do a level run from the west end of the SAS to the east end and Skyway.
Control points JA1000 and JA1001 were held for elevation. The following points were shot
along the run W2ECP, W2WCP, EPP8.5C, WPP8.5C, W/EPP24C, 44C, 68C, 80C, 94C, and 118C, SKY1 and SKY3. It should be noted that all of these points will be compared with past level-runs which are to be used for the trig-level survey on the first cable strand.
2.) Dave assisted me in calibrating the Topcon GPS equipment for the Oakland control. GPS calibration was done in Oakland for various reasons including: familiarizing Dave w/ the Topcon GPS equipment, checking the calibration and continental drift measurements for District 4 surveyor Rick Erskine, and preparing the equipment for Gary Lai (Oakland Touchdown and Detour) in case he needed to use the equipment in the future. Control points used in the calibration included 66, 68, 88, 92, 415, and 1000 (MOLE). Since the hauling of cable strand number two began after 10:00am I had Dave, Chris, and Erol check the calibration with other points adjacent to the held points. Those points included 75, 1000 (recheck), 5017, 5018, and 5068. MOLE was the initial point in the localization of
the control and each observation was measured at 180 epochs and the instrument was set on a tribrach and legs.
3.) Process surveying data for today and discuss the results of SAS bridge deck level run.

- The following is the hours worked by the Alta Vista consultants today:
Dave Garrett (survey party chief) = 8hrs
Chris Ferrucci (instrumentman) = 8hrs
Erol Schaller (rodman) = 8hrs

- Attended a Team Cable meeting in the field connex box at 11:00am to discuss inspection, diaries, safety and surveying.
- Inspected the first cable strand placement on the north mainspan and backspan for getting initial measurements for surveying. This was done primarily to check the hexagonal shape of the wires that make-up the PWS cable strand. At the time of this inspection the cable was formed and placed in the tower saddle on the north side of the tower saddle trough. The cable socket was in the process of being connected at the east end for the north side of the cable strand. See the photos below for more details.
- Observed the operation for hauling the second cable strand from 11:20am to 2:30pm. The hauling

operation began approximately at 10:00am and was completed at the end of the 8hr shift. When I began inspecting this operation the cable strand on the north mainspan was hauled approximately 2/3 up the span. I left the jobsite when the cable strand was in the process of being connected to the primary hauling frame at the south backspan. See other inspector diaries in the Team Cable group for labor, equipment, and additional observations. My comments on the operation are summarized below and in the attached photos.

Attachment

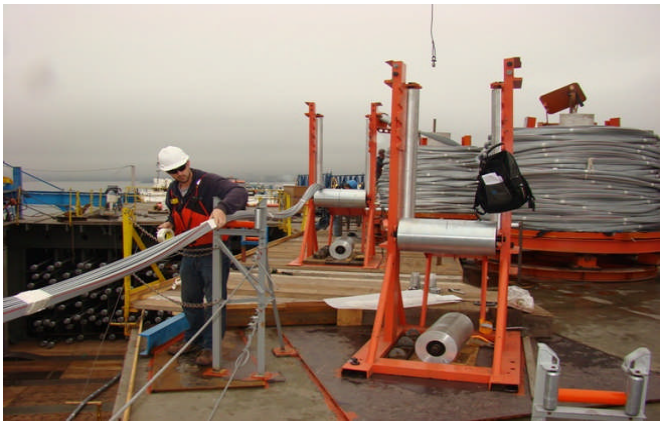
Preformed rectangular section of the west loop in the roller frames just past the east saddle around OBG lift 12W.

Cable strand #2 on the right in the roller frames and cable strand number 1 suspended over the south tower saddle trough.

Hauling of cable strand number 2 on the north mainspan.

Transfering cable strand number 2 on the north side of the W2 cap beam. Also note the temporary plastic fence on the YBITS bridge.

Close-up of cable strand 1 placed in the north tower saddle trough.

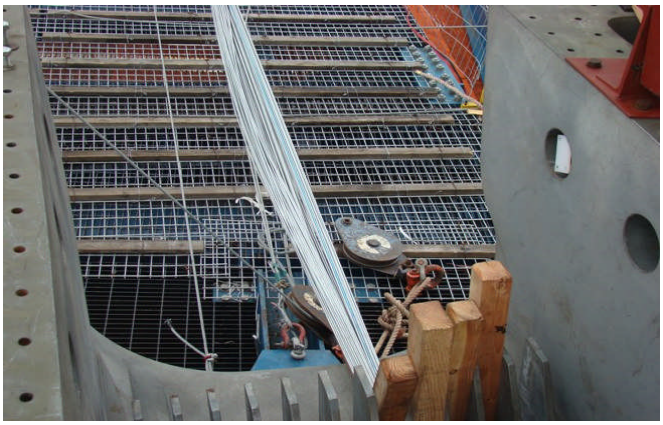


ABF engineer checking and adding tape to the rectangular section of

the west loop as it is being uncoiled from the spool during the hauling.

View of the north mainspan from the east saddle of cable strand 1 on the right and the hauling of cable strand 2 (in progress) on the left.

Broken wire observed near the east saddle on the north side as the cable strand was being hauled and became bound in the roller frames.



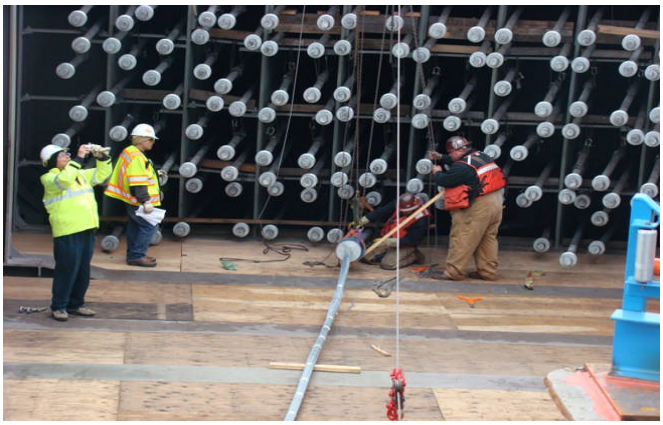
Cable strand number 1 coming out of the east end of the tower saddle from the north tower saddle trough.

ABF ironworkers adding a hexagonal torpedo clamp a couple of meters past the end of the preformed rectangular section of the west

Cable strand #2 wires loosing hexagonal shape in the north mainspan while the hauling socket was at the north transfer arm.

Protective clamp used for the cable strand at the north transfer arm connection while being transferred to the secondary hauling system around W2.

Acceptable hexagonal shape of cable strand number 1 for surveying with the green flagging at the midspan point of the north backspan.



ABF ironwokers connecting the socket to the anchor rod for cable strand #1 at the north anchorage.

Maginally acceptable hexagonal shape of cable strand number 1 for surveying with the green flagging at the midspan point of the north mainspan.